

AMENDMENTS TO THE SPECIFICATION:

Please delete the paragraph beginning at line 5 of page 8 of the specification, and replace it with the following:

FIG. 1 is an illustration of an internal combustion engine to which the coating of the present invention has been applied, illustrating the combustion surfaces associated with the coating of the present invention.

Please delete the paragraph beginning at line 10 of page 18 of the specification, and replace it with the following:

The coating of the present invention has also been applied to a single cylinder Yanmor TS180C research engine. The research engine uses a typical cross flow head. The engine also utilizes direct injection. The parameters of the engine were as follows:

Please delete the paragraph beginning at line 1 of page 20 of the specification, and replace it with the following:

Using the characteristics of the Yanmar engine allows examination of the effect of coating various surfaces on the SAC to SA.sub.p ratio. The engine has an estimated piston surface area of 8011.6 mm.sup.2. The piston (not shown) has an estimated diameter of 101 mm, as compared to the bore diameter of 102 mm. The pocket 302 formed in the head 304 is fairly flat, with the area surrounding the direct injection port 306 being pocketed. The surface area of the pocket is approximately 5890 mm.sup.2. The surface area of a top ring (not shown) would be approximately 91 mm.sup.2. If the rings were the only coated component, the SAC to SAp ration would be approximately 1.135. By coating only the top surface of the piston, an SAC to SAp ratio of 1 can be achieved. Coating the top surface of the piston and the pocket of the head (but not the valve faces) would yield an SAC to SAp ratio of approximately 1.73. Coating the pocket 302 of the head 304 and the intake valve face 308 and the exhaust valve face 310 would yield an approximate SAC to SAp ratio of 1.023.